



**ANFIA Special Award (*for Italian students only*)**  
**Type-approve your FSAE Italy car**

**DEADLINE FOR DELIVERING THE DOCUMENTATION: 26 JUNE**

500€ cheque

Application to ANFIA Technical and Regulatory Affairs Area - Extracurricular paid internship of 6-9 months (exact duration to be agreed upon with the candidate)

To compete in this prize you must be attending your last year of studies at the university and you will have to send to [fsaeitaly.media@anfia.it](mailto:fsaeitaly.media@anfia.it), **by June 26<sup>th</sup>**, a **two pages document (in English; maximum 8,300 characters long, including spaces; images and sketches in attachments are allowed) describing the EU legislation (the most relevant parts of it) about type approval of vehicles.**

**Imagine you have to type-approve your FSAE Italy car to be registered with a proper number plate as a passenger car (category M1 vehicle) allowed to be driven on roads open to traffic, thus describing the main constraints you should have to comply with.**

Each document will be judged by Alberto Musso, Responsible of ANFIA Technical and Regulatory Affairs Area and Chairman of the OICA Technical Committee (OICA, International Organization of Motor Vehicle Manufacturers - <https://www.oica.net/>), and **the author of the best one will win the prize (500€ cheque)**. The winner will be announced at the closing ceremony of FSAE Italy 2023 (Sunday, July, 16 at 8.30 PM).

**Every student delivering this document (more than one student per team are accepted) and willing to apply for an extracurricular paid internship of 6-9 months at ANFIA Regulatory Affairs and Technical Legislation Area will have the opportunity of a first 15 minutes selection meeting (in English) at Varano de' Melegari, during Formula SAE Italy (on Thursday, July 13 or Friday, July 14), with Alberto Musso. To schedule this meeting the student will have to book one of the available slots at the reception of the event.**

A second step of the selection process (meeting in Italian, in presence at ANFIA Headquarters in Torino or remotely) will occur in September 2023 and the internship may start as soon as on October 2023.

The intern will work at ANFIA Headquarters in Turin.

Preferential requirements:

- Electronic or IT Engineering Degree
- Interest in new mobility models and in connected vehicles & autonomous driving
- Cybersecurity and/or Artificial Intelligence basic knowledge
- Fluent English (oral and written)
- MS Office knowledge

The intern will have the opportunity to effectively contribute to the daily work of ANFIA Technical and Regulatory Affairs Area and will follow the legislative evolution of some issues now matter of



study of the European Commission, in connection with the European automotive associations (ACEA - <https://www.acea.auto/> and CLEPA - <https://clepa.eu/>).

He/She will also get an outlook of the main ongoing regulatory activities aimed at global harmonization analyzing, together with his/her tutor (the Responsible of ANFIA Technical and Regulatory Affairs Area), the documents under development at UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) especially, but not limited to, in the field of Intelligent Transport Systems, Vehicle Automation and Artificial Intelligence.

The intern will have the possibility of deepening her/his knowledge of the processes governing the legislative activity in Brussels (European Union) and Geneva (UNECE), particularly in the field of EU and international whole vehicle type approval schemes.

He/She will also have the opportunity of taking part to several meetings (both in presence and online) with the representatives of Italian motor vehicle manufacturers such as e.g. Ferrari, Lamborghini, Dallara, Stellantis, Piaggio, Iveco, Automobili Pininfarina, DR, mainly technical and regulatory affairs experts. Some of these meetings will have an international nature, taking place in the framework of OICA and CLEPA technical working groups (and might take place in European capitals like Paris and Brussels).

## **ANFIA**

ANFIA - the Italian Association of the Automotive Industry - is one of the leading Italian Trade Associations.

Born in March 1912, over these one hundred years, ANFIA mission has always been to represent the interests of its associate members and ensure effective communication between the Italian motor vehicle industries on the one hand, and the Public Administration and Italian political bodies on the other, with regard to all technical, economic, fiscal, legal, statistical and quality-related issues referred to the automotive sector.

ANFIA numbers 450 member companies. The Association is structured in three product-based Groups, each one chaired by a President:

- Components: motor vehicle parts and components manufacturers
- Car Design & Engineering: companies working in the sector of design, engineering and style of motor vehicles and/or parts and components for the automotive sector
- Motor vehicles: motor vehicles manufacturers in general, including trucks, trailers, camper vans, special means of transport and/or intended for special use, such as fitting and specific equipment mounted on motor vehicles

Vision: creating value for the automotive industry

Mission: a body capable of representing and offering services to companies in the automotive sector in order to support and strengthen their competitiveness, their growth in foreign markets and their integration within transportation systems through:

- close relationships with national and international institutions
- networking activities, participation in legislative and technical committees, studies and analyses within the sector plus training and consultancy

ANFIA is actively involved in the most important current issues affecting the sector, which it represents and which concern macro areas of mobility, safety, environment, energy, research and globalisation.

## **The Italian automotive production chain**

5,528 companies

273,600 employees (direct and indirect), 7.3% of the employees in the Italian manufacturing sector

86.2 billion Euros of turnover, which means 9.9% of the Italian manufacturing sector turnover and of 5.2% of the Italian GDP

76.3 billion Euros of tax levy of motorization



### **OICA - International Organization of Motor Vehicle Manufacturers**

The International Organization of Motor Vehicle Manufacturers, known as the “Organisation Internationale des Constructeurs d’Automobiles” (OICA), was founded in Paris in 1919. Since then, ANFIA has been one of its member associations (today they are 36, from all the 4 continents).

The general purposes of the organization are to defend the interests of the vehicle manufacturers, assemblers and importers grouped within their national federations and, in particular:

- link the national automobile associations
- study issues of mutual interest relating to the development and future of the automobile industry
- collect and circulate useful information among member associations,
- establish policies and positions on issues of mutual interest to the members
- represent the automobile industry at the international level, in particular with intergovernmental and international bodies
- disseminate and promote industry policies and positions among international bodies and the general public

OICA Technical Committee, formed in 1956, coordinates the technical activities of OICA’s member associations and, in particular, serves as technical adviser to the World Forum for Harmonization of Vehicle Regulations (WP 29) of the United Nations Economic Commission for Europe. The Committee assists WP 29 in the development of international technical regulations (ECE Regulations under the framework of the 1958 Agreement and Global Regulations under the framework of the 1998 Agreement) affecting motor vehicles and trailers. The Committee also responds to proposed rulemaking in countries not applying the International Regulations.

The Committee is advised by six groups of experts and several ad hoc groups, which prepare detailed studies on subjects including noise, air pollution, and safety, including both active safety systems, such as braking, lighting and visibility, and passive systems, such as occupant crash protection, improved performance of vehicles in crashes, and improved compatibility among vehicles in crashes.

The Technical Committee monitors the potential impact of proposed new regulations on energy consumption and informs and advises governments and intergovernmental agencies on these potential impacts. The full Committee meets three times each year. Each group of experts meets as appropriate.

Member Associations from all over the world regularly participate in Committee work. Member Associations which do not participate in the work of the Committee receive technical information and timely reports on the Committee’s activities. These member Associations may submit relevant proposals and technical data.